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If our friends who favor us with manuscripts for

Mr. Wadsworth's Mistake.

The Hon. JAMES W. WADSWORTH, Jr., ntelligence have been displayed frecomplete baring of legislative history the interest of Christianity. than Mr. WADSWORTH. For the cleansing of the ancient political cesspool in the State Assembly no living man is more responsible than the present

It is not, however, among Mr. WADS WORTH'S friends, nor among those who respect his ability and admire his courage, that there will be rejoicing at his present stand. On the contrary, WADSWORTH'S determination to further probing of legislative scandal investigate it." has brought comfort, joy and new asdrance to every highwayman, "striker" egislative road. For those who are fearful lest some accident, some chance not to be guarded against, should expose them to that punishment for which there is no statute of limitations. life sentence to the contempt of heir neighbors and fellow citizens, Mr. WADSWORTH'S decision is not merely a respite, but a pardon full and free.

It may be, as Mr. WADSWORTH has said, that the chance of success in a general legislative investigation is light. It may be that the possibility of achieving great results is inconsiderable. That the possibility exists, however, is a matter of common belief, and that it should be seized is the unmistakable demand of the majority of the people of the State. They believe that the rat holes, nooks and crannies of the capital may still retain some evidence, some clue to the operation of the Grocery. They know that among bribe givers and bribe takers alike cowardice is the most common quality and confession one of the

most familiar consequences of pursuit. isfortune if an honest man's mistake should bring temporary solace to corrupt public servants and ultimate political extinction to himself

Islam in Africa.

An interesting problem for Western spreading, and also:

tions of the political economy of central Africa."

The Mohammedan conquest of Africa have apparently no definite missionary ery carriers. organization, neither is it clear what religious bodies are building or main- understand why Congress should hesitaining the mosques and minarets that tate to devote \$25,000,000 of the Treasare rising in the negro villages of the ury surplus to a worthy project like southern and central parts of the Su- good roads when a billion a year is apdan. Even the aggressive and fanatical propriated for the upkeep of the Govmissionaries of the type that are carry-ernment: the contribution would be but ing the Koran into western China and a drop in the bucket. If internal water-India are seldom seen.

Africa has been increasing so rapidly that is—be macadamized? Mr. FLOOD that the Turkish Government estimate has noticed that the States are not rising of 36,000,000 is considered too low and to the occasion. It must be admitted an estimate in 1900 placing it at 80,000,000 | that some of them are not. In Massahas been held not too large. The spread chusetts, New Jersey, New York, Pennof Islam in northern Africa has been sylvania and other Northern States one of the most interesting phases of there is less and less complaint of imthe history of the religion and has done passable roads. The South, however,

able success in the Lake Chad region. "the most punctilious States' rights To-day there are four powerful Moham- man could not object to a measure of medan States in Senegambia and the this character." As to that, we can

Sudan. Along the west coast of Africa assure him that there would be no seri-Islam has made steady progress in the ous objection in the South. He ingenu-Guinea Coast, Sierra Leone, the Ashanti ously calculates that the thirteen councountry and Liberia. In the latter it ties in his district would receive about is said that there are more Moham- \$80,000, and all Virginia \$608,546. medans than heathens. With such a

Dr. Kumm considers dangerous to Euro- gues, between a turnpike and a rail-

in which its spread could be checked would be the converting to Christianity of the pagan tribes of Central Sudan, where the prestige of the European is 6 00 ing an effective bulwark against the 2 00 advance of Islam.

In this representatives of both Eng-10 land and France in Africa are said to have agreed. As a method of enforcing the power of the West the suppression of the slave traffic, which is still carried on with much profit by Mohammedan traders, has been suggested as most effective. Dr. Kumm sees no reason why this could not be done if the two Governments were to cooperate by establishing a new government post at Min Andal in the Anglo-Egyptian Sudan

and to occupy Darfur. With the complete conquest of the continent by Mohammedanism Europe professes to see a peril to the development of Africa and a serious menace to the trade which Western civilization is endeavoring to turn to its advantage. Besides it fears more of those disastrous warfares that have occurred in Moslem dependencies when new converts have become imbued with the spirit of fanaticism and aroused the wild tribes to bloodshed in opposition s an honest man, whose courage and to foreign government. The reason for the arrest of Islam's advance appears quently in recent years. Of the two thus quite frankly admitted to be as hundred and one legislators now sitting much in the interest of commerce and rivers and harbors is limited, after all, at Albany none has less to fear from a development of Africa's resources as in

An Unhappy Illustration.

The Newburgh Daily News gives this valuable information:

" THE SUN in a special from Columbus treating of Governor HARMON says: 'The Governor has not taken the stump to denounce bosses, yet no one in Ohio has ventured to suggest that it is boss ridden administration."

" Ohio has had the direct nominations system for many years, and it has been such a success use his great influence to prevent any that the commission from this State would not

Nowhere, we venture to say, will this statement be received with greater surad blackleg who once "worked" the prise than in Ohio. Direct primaries must be successful in Ohio because o-day following the proceedings at every one there wants to have the exist-Albany with undisguised terror, ever ing law changed. We advise our Newburgh neighbor to make a brief inquiry into the present political situation in Ohio, with particular reference to the Hon. CHARLES DICK. The slightest conceivable effort will indicate the admirable efficacy of the direct primary in at least one State.

If the local newspapers have not mis informed us, as we now begin to fear, the present prospect of Senator DICK's reelection is based entirely upon the state of the direct primary law in Ohio Senator DICK has announced his candidacy; there are half a dozen other Republicans, any one of whom, the local belief is, could defeat DICK, but if one runs all will. So none of them will run. and DICK remains, unpopular, vastly unpopular, but safe and satisfied.

We do not think that the Ohio direct primary situation is, in the main, materially different from that in several other States, where the system has similarly proved its value to the political boss. In view of the present public emotion ple of this State mean to know on the subject in Ohio, it seems curious ore about the Grocery. It would be that a recently converted organ of light in this State should call attention to it at just this moment.

Millions for "Postal Roads."

The Hon HENRY DELAWARE FLOOD of the Tenth Virginia district, who has introduced in the House a bill providing civilization is presented by Dr. KARL for an annual appropriation of \$25,000, KUMM, who has recently finished a jour- 000 to be used in improving "postal ney from the Niger to the Nile in the roads" in the States and Territories, says course of which he made a study of the that he has heard of but two objections progress of Islam in this borderland be- to his plan of Federal aid in the construcn Mohammedanism and paganism tion of a comprehensive system of roads: in Africa. He says that there is not the "The first is the size of appropriation that slightest doubt that Mohammedanism is it will require, and the second is that it infringes upon the rights of the indi-"That it is spreading as the result of the con vidual States." The term "postal roads" quest of the regions in question by Europeans is as used by Mr. FLOOD is vague. Imevident to any student of the geographical condiwould meet with his approbation. especially if they traversed his own disis no longer that of the sword, by which trict. The description "postal" seems the religion was brought from Arabia, to be lugged in to convey the idea that but by the extremely modern methods of the general Government has a certain traders, who are penetrating into south- responsibility for the condition of the ern Sudan. These religious emissaries roads travelled by the rural free deliv-

The Virginia Representative cannot ways are to be developed, why should The Mohammedan population of not roads everywhere-"postal roads," nore than almost any other factor to is very backward in supplying the farmcrease its power and strength. The ers with a smooth metal surface for their gro tribes of western Sudan were milk and crop wagons. In the spring on over as early as the beginning of the condition of the Southern dirt roads eleventh century. Through the is indescribable. Why should not a ivity of missionaries Timbuctoo and paternal Government lend a helping ne of the States of the Upper Niger hand? The money could be distributed came in the following century Moham- in proportion to population; that is the dan, and soon afterward the propa- Flood scheme; and it is to be spent anda was carried on with consider- by State officers. "Surely," says he,

Mr. FLOOD of course justifies the hold upon the continent it might be policy in the old, old way. The scheme expected that the Mohammedans would unconstitutional? Not at all, for the the to extend still further their influ-document "to provide for the general The spread of this influence in West welfare" disposes of the objection. Africa, East Africa and South Africa "There is no real distinction," he ar-

he believes that Africa will soon become general Government." Mr. FLOOD is not a Mohammedan continent, with only so sure of his ground or of his cause parts of South Africa, parts of British but he must invoke the farmers who East Africa, Uganda and Abyssinia pile up so much of the national wealth. nominally Christian. One of the ways Their demands for good roads to move their crops go unheeded. "The most trustworthy guardians of the Republic' they, and the "ultimate and supreme hope for the conservation of our insert their power to compel the Government to give them the roads they want. Mr. FLOOD gives warning:

" Let the farmer withhold his hand from the plough for two seasons and the grass will grow n your thoroughtares, barnacles and blige water will rot your ships as they lay idle at your docks, cobwehs will festoon your counting houses, owls and bats will usurp your warehouses, your children will clamor to you for bread, and we will gather in this chamber with pallor in our faces."

We have heard this awful menace before and have grown callous to the danger, indulging the hope that the farmer has need of things which other contributors to the national wealth supply. He cannot eat all his stored crops, or wear them, or convert them into certain necessaries that he must have and into the luxuries he likes without spending the money to be got in exchange for his products. The farmer will not strike or organize a boycott even for good roads. We have intimated that the doctrine of States' rights might be surmounted by tacit consent of the majority in Congress to promote the Flood project of national road building, but we suspect that Congress would stick at the expense. The number of but the roads of the country are uncountable. Congress therefore will not be disposed to provide the small initial appropriation of \$25,000,000 for roads in the States and Territories solicited by Mr. FLOOD of Virginia.

Hemphill's New Heim.

Deacon James Calvin Hemphill. passed through Washington on Friday last attended by a serried retinue of bosom friends. Next day he moved on Richmond with all flags flying and a fanfare of trumpets. By this time no doubt the installation has been conthan twenty years decked Charleston in unearthly beauty, made it fairly hum with the machinery of progress and prosperity, enlarged and deepened the harbor almost immeasurably, and endowed the city with a power of growth such as no beanstalk ever reamed of-this pen will now be adginia's capital, the sudden increase of its population, the expansion of Grace and Franklin streets into spacious and opalescent boulevards, and the opening of the upper James River to all the groaning argosies of commerce of all the world. This and much more.

The deacon left behind him a sea mournful banquets mark the spot where he was finally uprooted. Neglected fragments of the funeral baked meats, so to speak, continue their testimony of desolation. Once proud entrées shrink and flatten in the now deserted the road from Charleston grim skelehave blazed his track to Washington, and shrunken shells of haversacks but yesterday stuffed with wassail and cooked rations show where the heartbroken procession has pursued its way. There was or is to be in Richmond roarious symposium. So the sadness will be shed, a new and brighter iris glow, and tints of rose and gold and hope and aspiration stream from the Blue Ridge summits and decorate every landscape from Winchester to Norfolk

and from Alexandria to Staunton. By this time Deacon HEMPHILL has retinue above referred to has returned to Charleston with arid and wan cheeks to sweep away the traces of the make believe festivities of last week and try to find at least one star in a leaden and a lowering sky. But Richmond will derive a gladdening yeast.

Mr. CHARLES W. ELIOT, in opposing a bill to change the law in Massachusetts which forbids the appearance of children under 14 years of age on the stage, mainon Judiciary on Friday that it would be an injustice to the actor to lower the permissive age. He argued:

" We have all seen women well on the way

Of course Mr. ELIOT implied that young actresses could make up to look 14 or less and the illusion would be complete. But we protest against Juliets verging on 60. There is no illusion in their case.

From the London Dally News.
Sir Henry Wotton's definition of an ambassa for as "an honest man sent to lie abroad for the Character"-was destined to cost its author dear t was written in a friend's album at Augsburg n 1604. Eight years afterward Gaspar Scioppius, a Jesuit controversialist, used it as an argu nent against the honor and integrity of James I.

James was very angry, and demanded an apology from Wotton. This was promptly forth-coming, but the offence does not appear to have een overlooked, and, according to Mr. L. Pear sall Smith, Wotton's latest biographer, it was no had hopes of public employment." be borne in mind that the epigram in its Englis form—it was originally written in Latin—is really a pun, the verb "to lie" having in those times the same meaning as "to sleep."

Frau von Weingartner a Medical Student.

From Neues Wiener Tageblatt. conductor of the Imperial Opera, matriculated on Monday as a student of medicine at the University of Vienna. She passed her final qualifying examination on Saturday with the "excellent." Frau von Weingartner has shown exceptional talent in her studies, gaining special distinction in the natural sciences.

To THE EDITOR OF THE SUN-Sir: It is rumored that Mayor Gaynor is shortly to be "called down by Mr. Samuel Gompers for working over-time in violation of union rules. VZATOR. New York. February 28.

EUROPE.

III. Rallway Tariffs.

The countries of the Continent of Europe inherited from the feudal period sharp distinctions between the social strata that are perhaps at this time not so well defined as in former generations. yet it was doubtless such divisions as and the peasants that caused the provision by the railways of first, second and third class accommodations for passengers rather than a primary desire to adjust fares to the purses of the different kinds of travellers. This supposition may be measurably borne out by the fact that the provision of first, second and third class compartments in the tram cars is general in many of the cities. In Brussels the middle compartment of the tram car was originally allotted as first class, but the number of other passengers so preponderated as to weigh down the end compartments, the larger middle compartment being scantily patronized. Thereupon the preferable middle compartment was made second class, and first class passengers paying higher fares were assigned to the end compartments previously allotted to passengers of the

In the United States, whose Governmen was based upon the hypothesis that all men are free and equal, second class tick ets were formerly sold for the transportation of emigrants and they are still sold for long journeys in the West. It has never been the practice to provide first, second and third class accommodation on every train, and such a practice would hardly be tolerated even although the population is now more mixed and class distinctions more pronounced than when the Government was founded The accommodations provided for first

ropean railways sometimes do not exhibit intrinsically a very great degree of difference. The accommodations for third class passengers are sometimes nearly as good as those for second class, but generally they are much worse, so deficient in ordinary comfort that they would not be put up with in the United States by any person able to buy a railway ticket. The third class cars on the early morning and late evening trains that carry workingmen into and out of the large cities have hard wooden benches upon which their occupants may be seen huddling together. each passenger supporting the person next summated. The pen which for more to him as they smoke or sleep in the stiffing atmosphere. There is no such rude equipment in the United States, not even in the trains in the mining and lumbering re-

The passenger tariffs are of three kinds: first, the strict distance tariff, as in Germany, under which the fare is so many pfennig for each class for each kilometer dressed to the beautification of Vir- in Italy, under which the charge a kilodecreases with the distance travtariff under which the rates are the lar zone, radically decreasing to the stetions in the next zone. This system was first introduced into Hungary in 1889 for the express purpose of building up the capital of Budapest, the tapering f tears and whole mountain ranges scale not applying from any interior of ashes. The wrecks of a hundred station by way of Budapest to a further interior station. The object was to induce the people of the interior of Hungary to visit the capital with frequency and to make purchases there. It undoubtedly has contributed in great measure to the desired purpose, but it has had a disastrous effect upon the revenue of the pathway of his exit. And all along railways, which have sought to increase their rates by the imposition of a transtons of bloated if lugubrious feasts port tax on passengers and luggage amounting to 18 per cent. of the trans

low as 2 per cent. on tickets of the third a greater variety and complexity of tariffs class to as high as 16 per cent. on long dis- in this than in any other country. with the passenger in his compartment which is a material item in the cost of travelling.

even the most advanced railways and be- value. tween the principal cities of the Continent are on the average far inferior to the averthe passenger service is an abomination.

In their freight tariffs the railways of proadening glory the whole State will in the freight tariffs of the United States. This is a charge for quick service, which is ordinarily double that for the ordinary speed. The merchandise consigned for able goods in small shipments, and exceptionally large shipments for which the occasion may demand rapid transtained at a hearing before the Committee portation. This function of quick service is performed in the United States by the express companies, which had their origin at the time when the railroads for the most part were comparato 60 years of age take the part-let us say-of tively short local lines and it was not the general custom for freight cars to run through from one road over another. The speedy transportation of valuable merchandise on passenger trains over as it is now, a desideratum. For such service the European railroads usually charge four times the ordinary freight

rate. The railways of each of the countries of Europe were built to serve the needs good of his country"—which was quoted by Pro-fessor Pollard in his address on "Polltics and there was little through traffic by rail there was little through traffic by rail between one country and another, and because of the general self-suffic of the community there was little demand for enhanced freight service of any kind On the old time post roads of the Continent a higher charge was made for merchandise carried by quick post than for that by ordinary post. It was doubtless the perpetuation of this distinction by the railways that has caused their tariffs The quick service is comparatively little availed of.

That early period in which the railroads of one and another of the countries of the Continent were operated to a greater or less degree by private corporations manifested some of the same phenomena in connection with the freight charges as arose in the United States. Tariffs were adjusted to meet commercial conditions; that is. rates were made to secure criminations that have been the source of bitter complaint in the United States. than for the short hau!; lower rates were accorded to larger shippers than to small;

petition with the interior waterways rivalry finds expression in customs tariffs that there arose the cry that these creasuch as are forbidden by the Constitution tions of man were throttling the waterways, which were the naturally ordained channels of transportation.

The experience of Germany after it had adopted the policy of taking over emodelled in accordance with the popılar desire into a framework based upon what was then generally accepted as the "natural system." that is, the cost of service, it being held that it was not a part f the function of the railroad to adjust its tariffs to market conditions. It was quickly found, however, that "cost of service" as applied to any particular shipment was a chimera and that the rigidity of these rule of thumb tariffs was not only impeding the traffic of the railroads but hindering commerce. So many exceptions were made to the tariffs that before long they had apparently relapsed into many cases a shipper could make consignmuch the same condition that during the ment only to the national boundary, where nuch the same condition that during the receding period had been characterized s chaotic. This led to a further revision to the adoption of the present system, which is a compromise between a strict distance tariff and a tariff to meet commercial needs. The general tariff scheme of Prussis is

in two divisions, the first including piece goods, that is, merchandise in lots of less than five tons, the second "carloads" of five and ten tons. The first division is of four classes, which may be summarized as, 1, general fast piece goods; 2, specified fast piece goods; 3, general slow piece goods; 4, specified slow piece goods. The tariff for the first class is upon a tapering basis up to 500 kilometers and a fixed rate a kilometer for greater distances; the tariffs for the second class and the third class are exactly half of that for the first class; the tariff for the fourth class is less than for the third class for short distances. The second division is composed it has not as yet begun to attain dimonof six classes, applying respectively to sions that compare with those of the shipments of five tons and ten tons on a through traffic of the United States, it is and second class passengers on the Euhipments of five tons and ten tons on a strict distance basis of so much a ton a gaining notwithstanding the physical and kilometer, with the exception of the "raw materials" tariff, which is a fixed rate of 2.6 pfennig a ton a kilometer up to 100 kilometers and 2.2 pfennig beyond.

Speaking broadly and generally, the underlying tariff schemes of the other "despatch" and other supplementary charges in addition to that specified for transportation.

When France assumed far reaching control over the operations of its railways the Government took steps toward making the tariff uniform which have continued. Among other reasons for this was the fact that members of the Chamber of way tariffs of that variety and complexity which are brought about by adjustment to commercial needs. It is much easier to talk about a tariff on a simple distance travelled; second, the tapering tariff, as or tapering basis. This so-called simpliobsolete practice of providing but three elled; third, the zone system, a tapering sizes of uniforms for the soldiers of the army, for tall men, for men of same to all stations within a particu- medium height and for short men, the men of varying heights and weights and degrees of thinness and stoutness being obliged to accommodate them selves to one or another of the prescribed sizes. The provision of the three sizes of uniforms was undoubtstrict distance or uniform tapering basis is a much simpler matter than the complex and varied tariffs necessary to meet the needs of a highly developed commerce including thousands of kinds and shapes of even glad to culture draws merchandise which must move from various places of production to various places of consumption. Such an adjust-Such a tax on tickets prevails in several such approach to perfection as in the countries. In Germany it ranges from as United States, with the result that there is

tance tickets of the first class. This tax In the smaller countries of Europe another, a larger and this time an up- is in addition to the ticket fare and is paid and those with less developed traffic directly by the railways into the Imperial than France and Germany the general treasury. Hand luggage that can be taken tariff schemes are still simpler. In Belgium, where the tapering tariff was first is carried free; that which is forwarded in generally adopted, succeeding strict disbaggage cars must pay a baggage charge tance tariffs in 1860, there are fewer classes, and in Switzerland the classification is still less elaborate. Here the It is not believed that there is any one earliest tariffs were based upon the weight who has travelled extensively in both the and the space occupied by goods, but earliest tariffs were based upon the weight laid his large prehensile hand upon United States and Europe who will not say it was subsequently found necessary Virginia's pulse. By this time the that the passenger accommodations of to make modifications according to their

These general tariff schemes were originally adopted by each country in age of those of the United States. On Europe without much distinction between local trains and in the backwoods regions movement in principal and minor traffic channels. There was no such movement of commodities to commercial cenrejoice, and from its fatness and its the Continent make a distinction unknown tres whence they were distributed to tributary areas as has been pronounced in the United States. It was as though each of the States of the nation were a separate political entity, having its own railquick service is usually of the more valu- road and framing its tariffs for intrastate traffic. The intranational traffic formed and still forms the greater portion of the traffic of the railroads of each of the Continental countries, while the intrastate traffic is estimated to be less than 20 per cent. of the interstate traffic of the United States.

As the industry and commerce of the countries of Europe have developed, however, each and every one of them has found it necessary to make exceptions to the general tariff scheme, to adopt what in France are called "exceptional," in Germany and Austria "ausnahme" tariffs. These, broadly speaking, may be said to correspond to what are styled commodity" tariffs in the United States, although the regular tariffs and classifications of this country are far more pliant than those of any of the countries of Europe.

Each country has made exceptional tariffs to protect the import and export traffic of its ports in competition with the ports of other countries. Each country has found it necessary to make exceptional tariffs on certain materials that they may move from places of production to places of manufacture, and in certain places special rates have been made that the products of one place may compete in common markets with those of another to embody quick service and slow service As Siberia has become populated Russia has made low long distance rates from most forward of the countries of the Continent, from 60 to 70 per cent. of the traffic now moves under the ausnahme tariffs.

This making of exceptional tariffs received a new impetus with the development of rail traffic between one and another of the nations of Europe. In America a merchant with only a modtraffic. This brought about the same dis- erate business does not think of the dividing lines between the States as affecting his commercial relations any more than of the lines showing latitude and longitude. In Europe States of no greater area are occupied by separate nations, whose expressions of value, the casence of commercial explanates in the wint upward with your candidates. Lower rates were charged for the long more than of the lines showing latitude rates varied for different commodities nations, whose expressions of value, the and for one consideration and another, essence of commercial exphange, are in

pean interests. If it is not arrested road in their claims for help from the RAILWAY TRANSPORTATION IN The railways were so successful in com- different monetary units; and the national to exist between the different States of the Union.

In the United States the transfor of commodities between one State and another is effected as soon as means of comrailways is significant. The tariffs were munication are established. In Europe it was necessary that conventions be entered fying the conditions under which roads may be built connecting one country with another, the conditions of exchange, the adjustment of the customs duties and of the through tariffs. The freight cars were of different patterns, the loading regulations of the various countries differed. Each petty State demanded a separate way bill and had its own requirements for the settlement of loss and damage claims, often necessitating special litigation for the adjustment of triffing amounts. That is, in reconsignment was necessary under different and unfamiliar restrictions. These hindrances became so serious that international negotiation was entered into for their amolioration. At a conference of representatives of the different Governments held at Bern in 1978 was begun the formulation of the Bern convention, which was not completed until 1803. The conditions brought about by this agreement have vastly facilitated international rail traffic. One of its first achievements was the doing away with the most burdensome of the practices of the customs colectors at the boundaries. This improvement became effective about 1880, and this. which coincides with the period when sleeping cars came generally into use on European trains, may be considered as the beginning of any considerable develdifferent countries of Europe. Although political barriers, with results of great benefit to the different countries The movement of such traffic has led

to various competitive rate adjustments entirely analagous to those , which had previously developed in the United States, Continental countries resemble that of to the making of rates on international On his return to the States Shields was Germany. In all of these countries are traffic in many cases on a scale so low that elected to the United States Senate

Deputies found it difficult to discuss rail- mathematical tariff schemes that have

edly a simpler matter for the tailors than of a young person in the New York Public the making of the great variety of uniforms suitable for men of all sorts and can "literature"-I adhere to my quotation sizes. A general tariff scheme on the marks! I sought only to prove by her

Delusions of Grandeur.

TO THE EDITOR OF THE SUN-Sir: The merely another manifestation of the delu sions of grandeur which vitiate American education, and which through education afflict morals, manners and the merchant marine. Forsooth, we are the greatest people on earth; we not only owe nothing to the ancestors of our nation, but we have no national ancestors; we are the personification of parthenogenetic democracy; even in the early days of our literary infancy we brought forth a literary progeny so bouncing and obstreperous that all the world the lady from the South to give up her east. At The world has recovered from

ing and obstreperous that all the world wondered. The world has recovered from its admiration, but the divinities that shape our curricula are still in the fond parent stage of their evolution.

We can adduce new stars of the magnitude of the brilliant components of that literary constellation that was the glory of England in the first half of the last century. We are justified in "pointing with pride" to Motley, Irving, Emerson, Fiske and a few more. But of these, dur best and our only first class literary men, Irving alone is to any extent read in the schools. The colleges have recently placed on the list of their entrance requirements Washington's farewell to his army and one of Webster's speeches; every high school boy at some stage in his career learns the Gettysburg speech and Lincoln's second inaugural address. Some of them appreciate the perfect beauty and simplicity of these. Most do not, because in the lower grades they have not become familiar with really first class examples of the English language. An utterly mistaken natriotism feeds the youngest of our scholars on the literary pap furnished by the early Americans. They become so familiar with these that the very names thereof nauseste them; they are so ignorant of English literature with the very names thereof nauseste them; they are so ignorant of English literature with which they have been made familiar, and they can get it in the cheaper publications.

I could go on for six columns. "Si monumentum requiris," look at a school geography and see if you don't get the idea that the United States coversiour times as much territory as Europe, Asis, Africa, Australia and South America combined.

It's all acromegalous patriotism.

FARMINGTON, Conn., February 26.

Advertising in China From Datly Consular and Trade Reports.
Consul Henry D. Baker offers the following trade suggestions: I was impressed with the possibilities of pictorial advertising as a means

of promoting American trade in China. The Chinese appear to have a fondness, amounting almost to a veneration, for pictures, and foreign armost to a veneration, for pictures, and foreign art especially excites their attention because of its difference to what they are accustomed to. The people have an especial fascination for calendars, and they never throw away a well illustrated one, but always keep it in a prominent place. In supplying advertising calendars for China some attention should be paid to the special tasks or resultings of the people. cial tastes or prejudices of the people. I was told of one American company which had made a serious mistake in having used pictures of a dog Russian centres of production to Siberian centres of distribution. In Germany, the are not cherished family pets, as in the Occident. Pictorial advertising makes it easier for Ameri can manufacturers to popularise their trade-marks, and once a certain trademark is popularized no article in that particular line will be bought unless it bears that trademark.

Inspiration. From the Catholic Standard and Times. "Good night!" and then your candle's feeble glare Went glimmering up the stair; A door closed and the nouse was still. Slow hour by hour the night grew old
And from the smouldering hearth the cold
Stole forth and laid its chili

CAREER OF JAMES SHIELDS. In Variety of Achievements and Office

Sall Variation

To THE EDITOR OF THE SUN-Sir; Considering what James Shields did and the public offices he filled. I doubt if there is, a parallel in our history to the failure of the Atherican people for thirty-one years to mark his grave.
To the best of my knowledge but one

biography of General James Shields has been published, and that by William H. Condon, who was mainly instrumental in having the State of Illinois place a statue of her adopted son in Statuary Hall in 1893.

James Shfelds was born in Altmore.

County Tyrone, Ireland, May 8, 1810. He set out for America in 1823, but the ship was wrecked off the coast of Scotland and only the captain, a seaman and Shields escaped. He made several trips with this captain as clerk, and on his last trip from Peru he was blown from aloft in a severe storm off New York and broke both less. Shields then abandoned the sea and went to the home of his uncle. James Shields, a there only a short time, removing to Illthe town of Kaskaskia. In 1835 he was elected to the State Legislature with such men as Lincoln, Douglas, Palmer and Davis. He was elected and recreed Auditor of the State. During his term the panic of 1837 occurred, which was severely foll in Illinois. It was 'by Shiolds's insistence saved. His firmness in this matter drew some ridicule from Lincoln, which resulted in a challenge to a duel, but a conference of the seconds resulted in an apology from Lincoln and the affair ended amicably. In 1843 the Governor appointed Shields Justice of the Supreme Court of the State to succeed Stephen A. Douglas. Upon the completion of the unexpired term he was elected by the Legislature to the same office. but after serving a short time resigned to become Commissioner of Lands under

President Polk In 1846 the Mexican war broke out and Shields resigned the office to "assist in the field." He was commissioned Brigader-General and assigned to the command of the Illinois regiments. At the battles of Cerry Gordo, Churubusco and Chapultener his deeds were daring. He was the first to unfurl the American flag in the city of body was pierced by grape shot. His recovery was remarkable. He was twice wounded afterward.

to the making of rates on international traffic in many cases on a scale so low that each of the railways forming part of a through route receives a far lower return as a proportion of the through rate than it obtains on domestic traffic between the same places.

That is, as the industry and commerce of any one of the European countries has developed it has been necessary to make so finany exceptions to the symmetrical mathematical tariff schemes that have been held up as models for the emulation of the American railways that in the greater part of the traffic is moved on these exceptional tariffs. The development of international traffic is moved on these exceptional tariffs. The development of international traffic has forced the making of rates ignoring these mathematical and distance bases entirely.

OUR EARLY LITERATURE.

Reflections on it and the Methods of turn Educators.

To the Editor of The Sun—Sir: I am sorry that your correspondent in The Sun of a young person in the New York Public Library against the quality of early American "literature"—I adhere to my quotation marks! I sought only to prove by her example that literature of every description was so badly taught in our schools as to be, with alarming frequency, entirely harren of results.

I am, however, not only supprised but even glad to find that a man of evident culture draws his pleasure from so innocus as source. May I venture to hope that the first and the first of the sun of th

MONTCLAIR, N. J., February 26.

TO THE EDITOR OF THE SUN-Sir: In regard to the article by Mr. W. Campbell Taylor in a recent Sen I consider it rather hard on Chicago, Philadelphia and St. Louis when he says that

of ten that think so.

As to his dislike for the manners of the Southerner I will give you a little incident that hap-pened in the subway yesterday morning. The car was crowded and I was standing by a young lad? the next station a pretty young woman in the car and almost every man at once

Now, which do you consider the truest manners, the act of the Southern young lady or that of the men? Surely the old woman was more in need of a seat than the other. That's the

If Mr. Taylor ever lived in the South I am sure he wouldn't condemn the Southern manners, but would only see what a mistake he has in his mind. Up here people have one thought, which is for their own success and happiness, but in the South one thinks of his neighbor as much GARDEN CITY, L. I., February 26.

ing The Sun I came across an item from Austin;
Tex. which says that the authorities of that State
have begun an action against the Cotton bets
railroad for violating a statute of Texas commanding railroads to procure repairs to their
rolling stock within the borders of the Commonwealth. I marrily note it as a delation of the wealth. I merely note it as a violation of the historic position of the great majority of Texans

in adhering to a political party which has de-clared "protection" to be anathema. Surely the statute mentioned is the most simple, Surely the statute mentioned is the most simple, direct and childlike sort of aid to "home industry" that can be conceived. That it is doubless contrary to the Constitution of the United States and that it might result in the robbing of one class of citizens for the enrichment of another, the State as guardian of the system, is not to the point; the moral is the adherence of Toxas to one phase of a commercial principle while pretending to condemn it in toto.

BROOKLEN, February 26.

Sacred Books of Tibet.

From the London Globe.

The sacred books of the Tibetans are said to be the most extensive of any religion, running into 325 volumes, almost a library in themselves. Into 325 volumes, almost a library in themselves. Tibet embraced Buddhism about the seventh century of our era. The Tibetans translated the doctrines into one hundred volumes under the name of "Kangyna." And by way of exegesis and commentary they added two hundred and twenty-five volumes. These books were printed at Marthany in 1721, and enother edition was published at Pekin. Copies are to be found in the Bibliothèque Nationale in Parts, in the Agiatic Museum in St. Petersburg, and at the India Office in London.

In the Cabinet, But Not in Parliament,

From the Westmissier Gazette.

It may be taken for granted that a constituence will be found for the new Chancellor of the Duch of Lancaster. But it is not unprecedented the Cauchy of the Minister should note office with a country a seat in either house. Mr. Gledsten on becoming secretary of State for the Colonie on becoming Secretary of State for the cit 1885 vacated his test at Newark and d to stand again in opposition to the Ne interest, to which he originally owed his No vacancy was found for him and he reoutside the House during his whole test

They are trying to device a c